

# Kansas City Bicycle Master Plan



Steering & Technical Committee Meeting  
Thursday, September 21, 2017

# Kansas City Bicycle Master Plan

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## Agenda

1. Welcome & Introductions
2. Intent
3. Network Comments & Discussion
4. Phasing
5. Public Meeting Dates

# Kansas City Bicycle Master Plan

## Introductions & Meeting Intent



# Kansas City Bicycle Master Plan

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## Meeting Intent

1. **Bike KC Draft Network** – Final discussion on overall Bike KC network in order to:
  - a. Move into public meetings & get final feedback
  - b. Move into phasing and project area prioritization planning
2. **Phasing** – Begin discussion on phasing options & approach

# Kansas City Bicycle Master Plan

## Timeline



### Background & Visioning

Spring: Public Meeting Set 1

### System Analysis

Late Summer: Public Meeting Set 2

### Prioritization & Implementation

Early Winter: Public Meeting Set 3

### Plan Adoption

Late Winter 2018: Final Plan Open House



# Kansas City Bicycle Master Plan

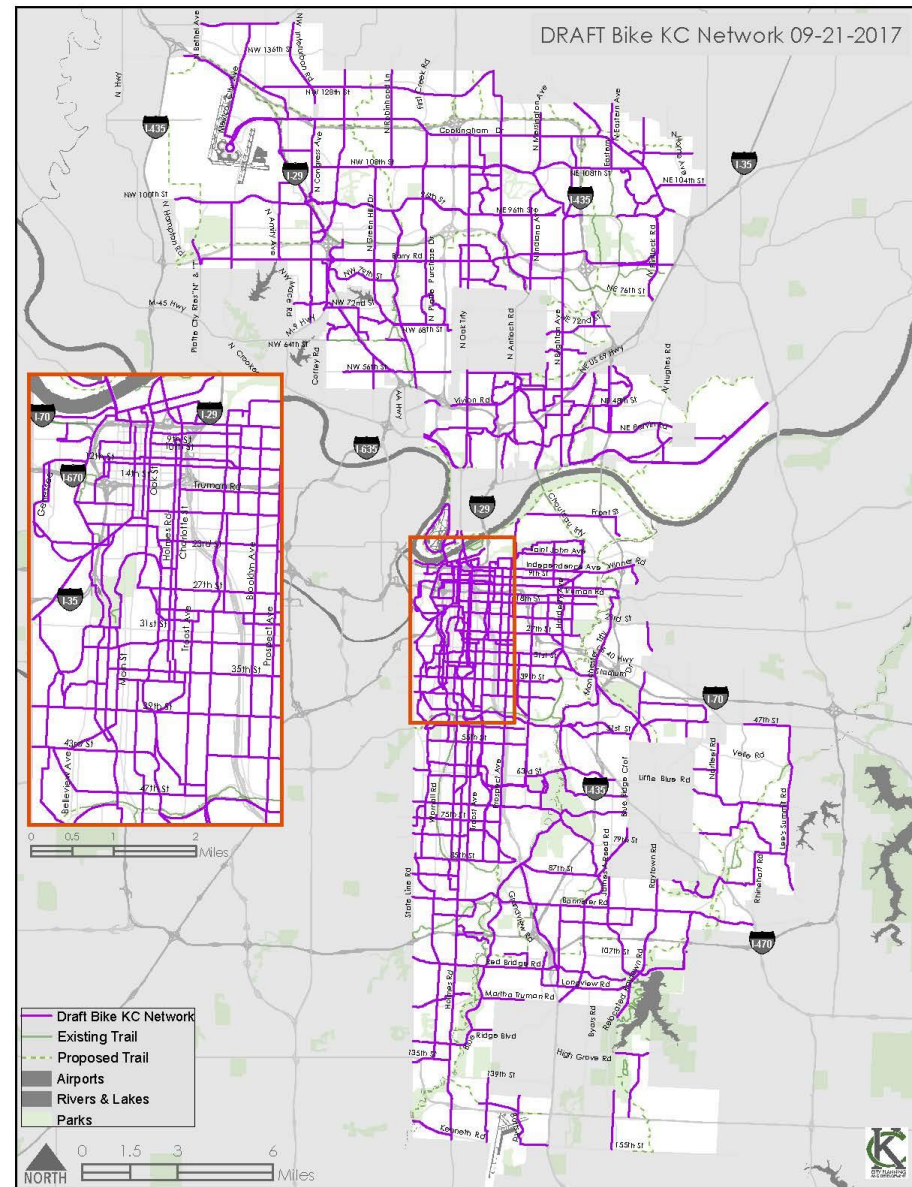
## Network Discussion



# Kansas City Bicycle Master Plan

## Draft Bike KC Network Map

- General comments
- Specific suggestions



# Kansas City Bicycle Master Plan

## Network Phasing





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## Phasing Themes

### Building this large network

- Prepared for policy opportunities (e.g. readiness for opportunities)
- Look at proactive approaches (actively targeting)
  - Equal geographic distribution
  - Social equity
  - Trunk line system
  - Areas of high demand
  - Connections to existing facilities & planned projects
  - Quick build network in concentrated geography

# Kansas City Bicycle Master Plan

## Vision Statement

Kansas City is a vibrant community where all modes of transportation, including the bicycle, are valid, equalizing, and supported. All users are safely accommodated on well-connected networks to destinations which facilitate a culture of cycling and access to economic development opportunities.

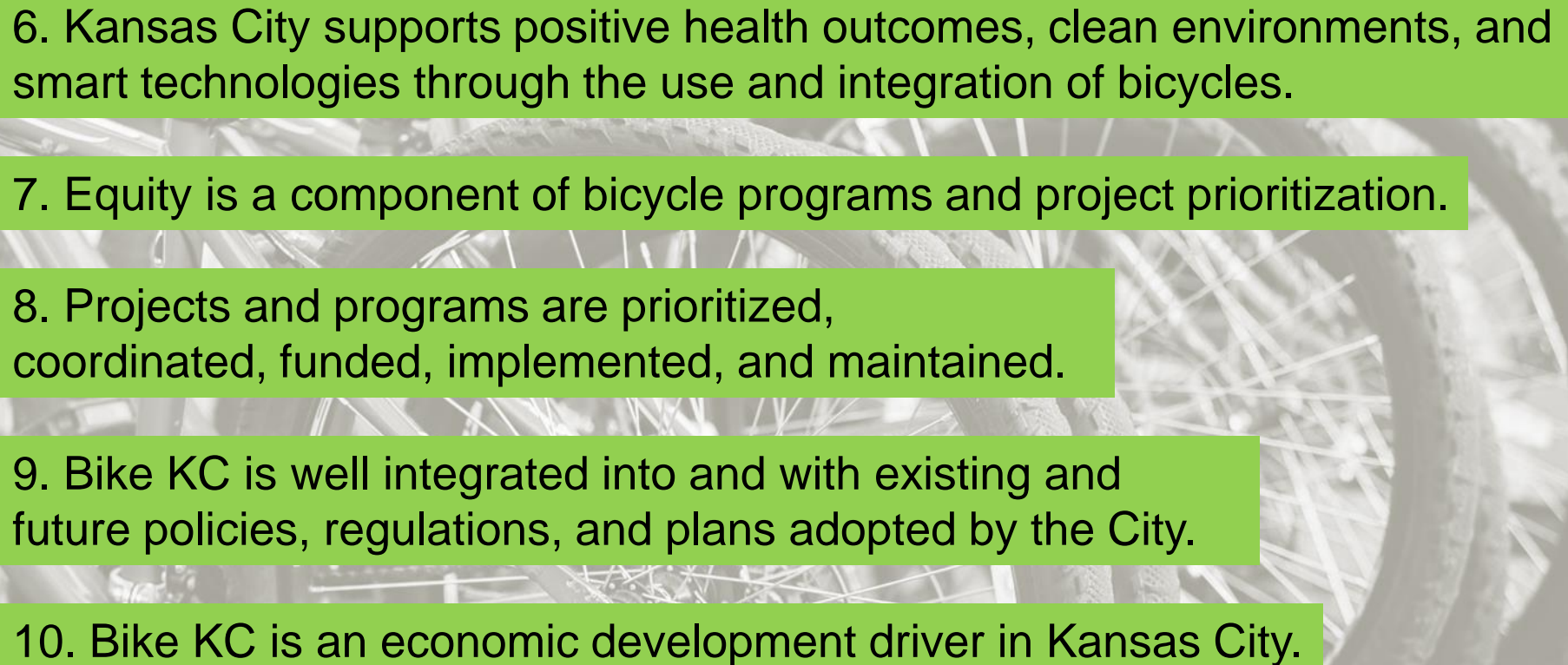
# Kansas City Bicycle Master Plan

## Draft Goals

1. Bicycling is integrated into the overall transportation system.
2. Appropriate and well-designed streets create safe and appealing cycling conditions.
3. Bicycling connects all people to destinations.
4. Bicycle networks create a sense of place in Kansas City.
5. People are drawn to bicycling as a means of transportation and recreation.

# Kansas City Bicycle Master Plan

## Draft Goals

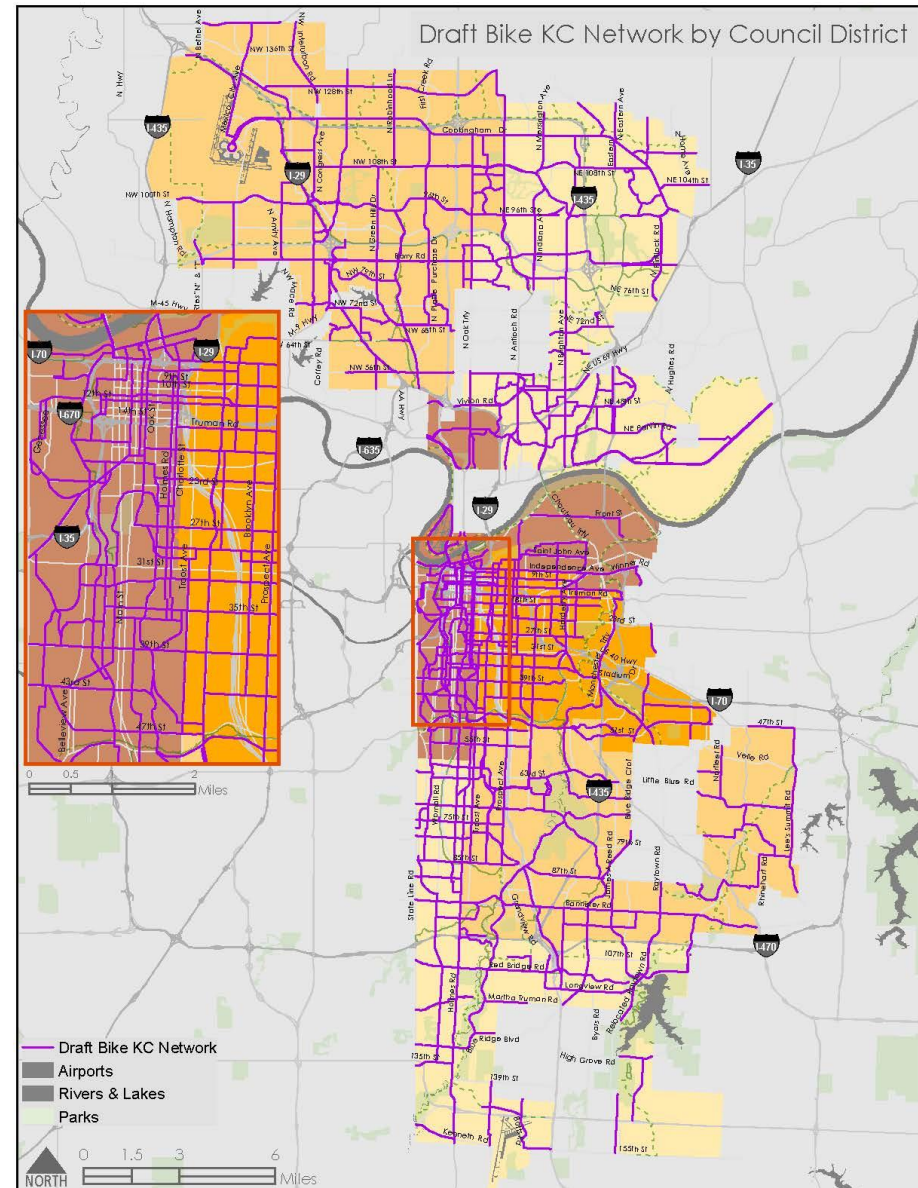
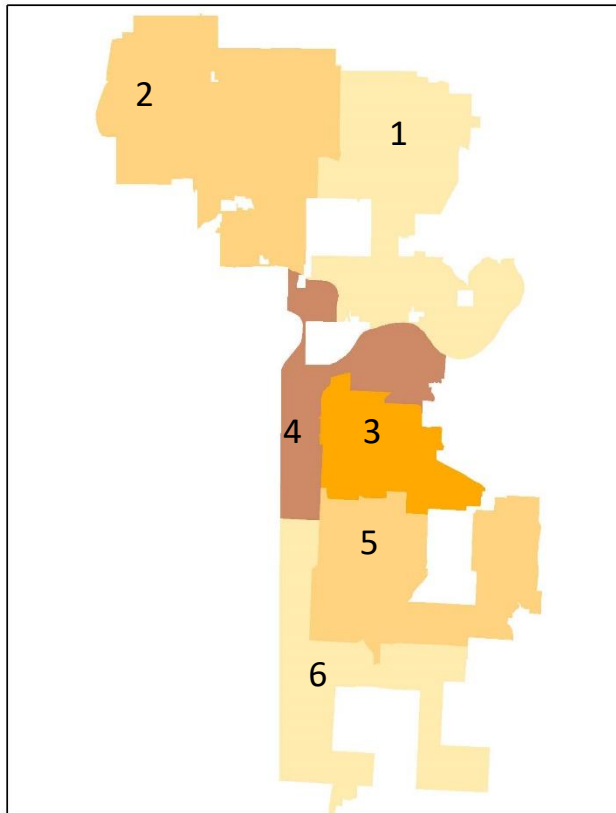
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- A background image showing the spokes and tires of several bicycles, slightly out of focus, creating a textured, circular pattern.
6. Kansas City supports positive health outcomes, clean environments, and smart technologies through the use and integration of bicycles.
  7. Equity is a component of bicycle programs and project prioritization.
  8. Projects and programs are prioritized, coordinated, funded, implemented, and maintained.
  9. Bike KC is well integrated into and with existing and future policies, regulations, and plans adopted by the City.
  10. Bike KC is an economic development driver in Kansas City.



# Kansas City Bicycle Master Plan

## Phasing Themes

Equal Geographic Distribution  
by Council District



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## Phasing Themes – Geographic Distribution

### Benefits

- Likely citywide support
- All areas of city receive some prioritization

### Drawbacks

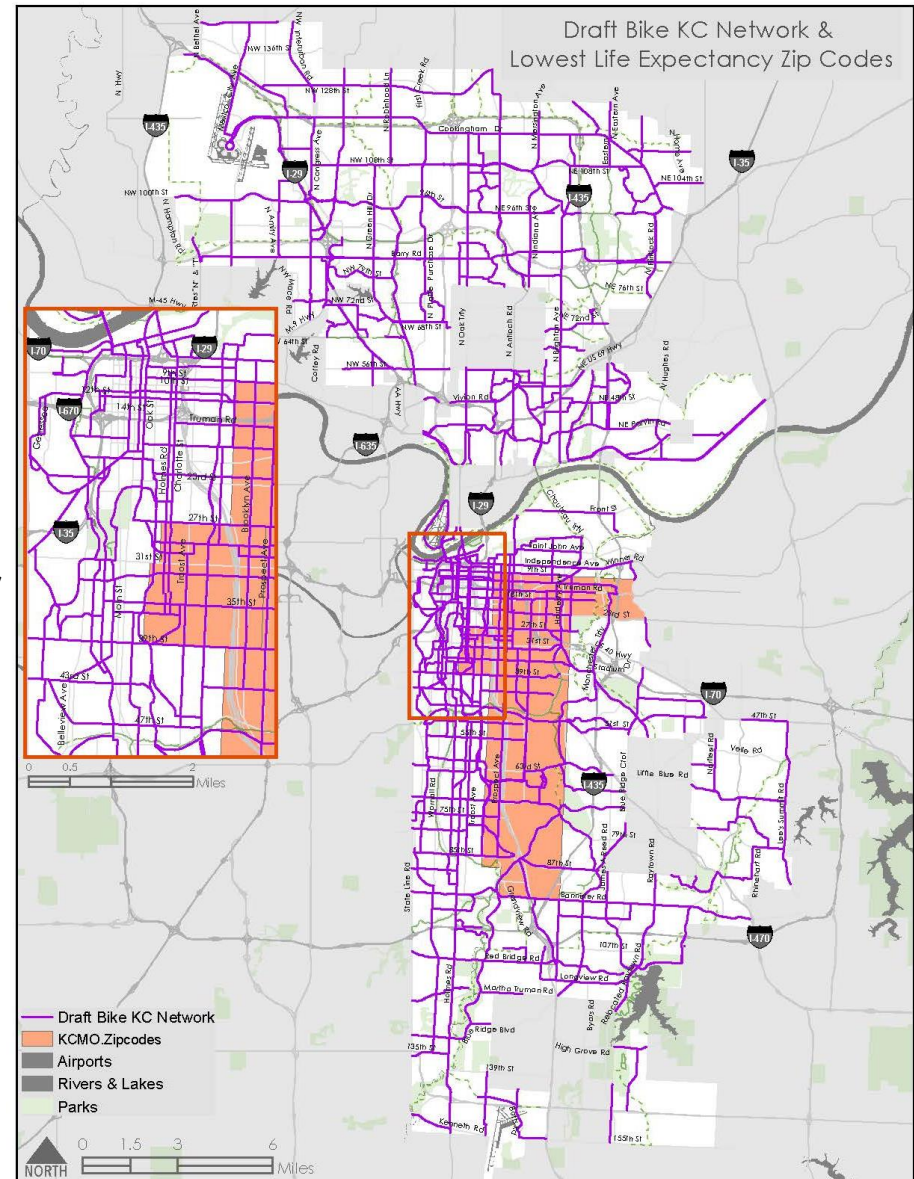
- May lack connectivity
- Network slow to build
- Does not address demand or equity

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## Phasing Themes

### Social Equity → KCMO Zip Codes with Lowest Life Expectancy

- 2010-2014 ACS Survey
- Life expectancy in these zip codes is 70-72 years old (11-13 years younger than other zip codes in city)
- Would include other zip codes that have seen lowest increase in life expectancy too



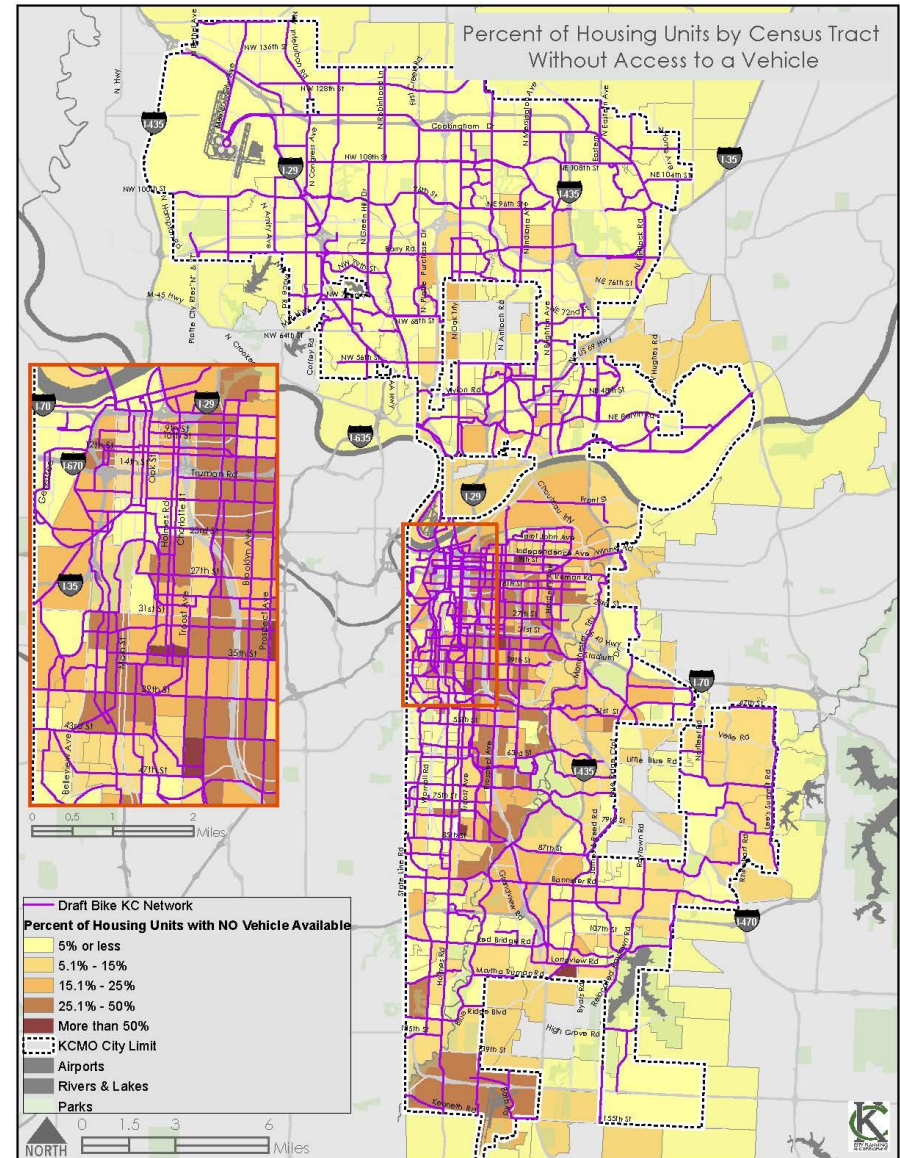
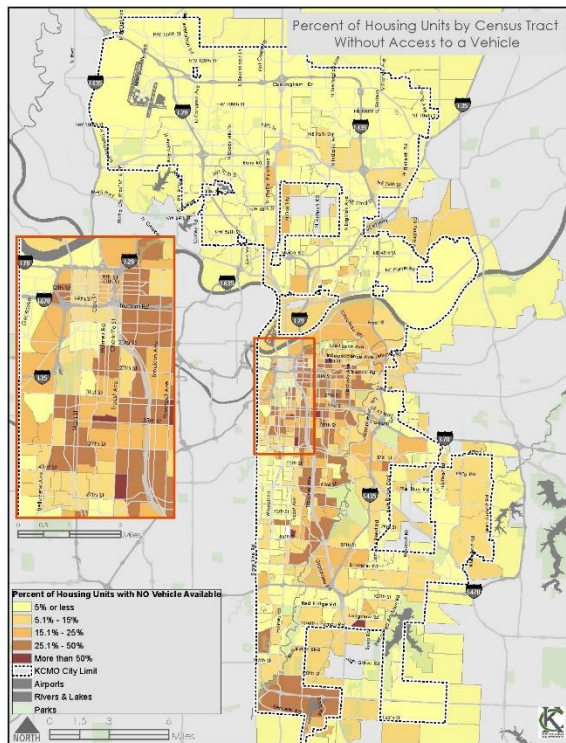


# Kansas City Bicycle Master Plan

## Phasing Themes

### Social Equity → Vehicle Access

- Percent of Housing Units without access to a vehicle





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## Phasing Themes – Social Equity

### Benefits

- Can increase transportation options where needed
- Could impact on public health
- Could have positive economic development impact

### Drawbacks

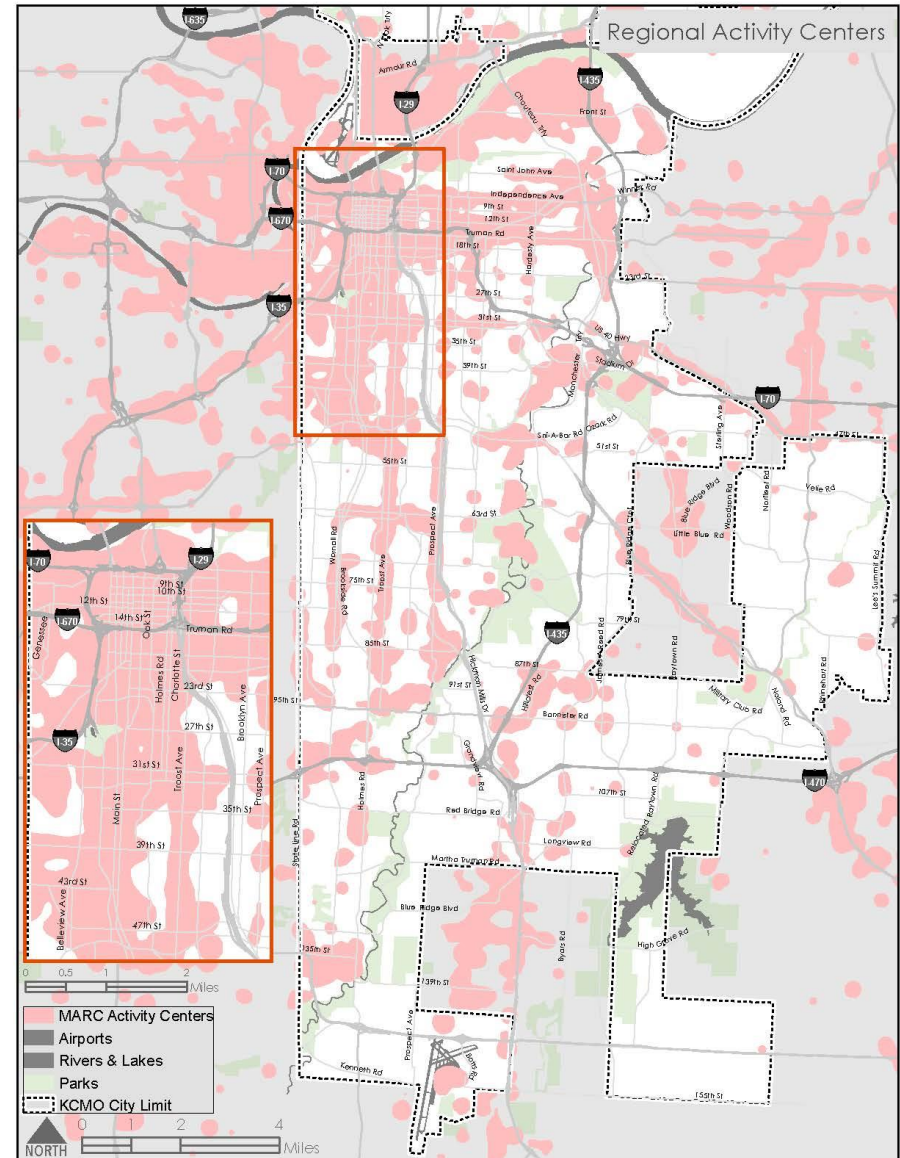
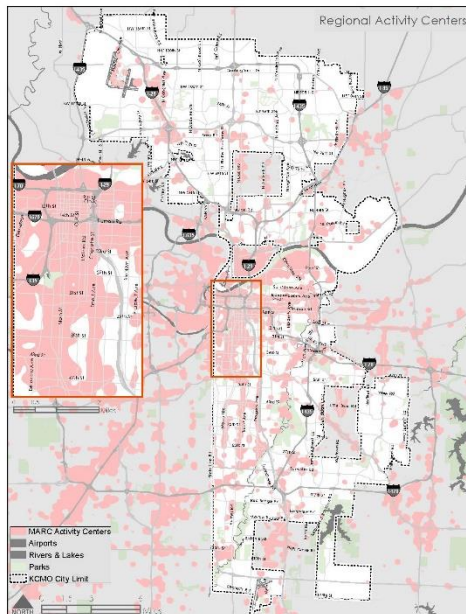
- May not align with highest demand areas
- May not have political support
- Metrics may be more difficult to measure

# Kansas City Bicycle Master Plan

## Phasing Themes

### Activity Centers / Trunk Lines / Demand Model

- Higher density of non-residential land uses
- Regionally significant activity (non-residential) & employment centers

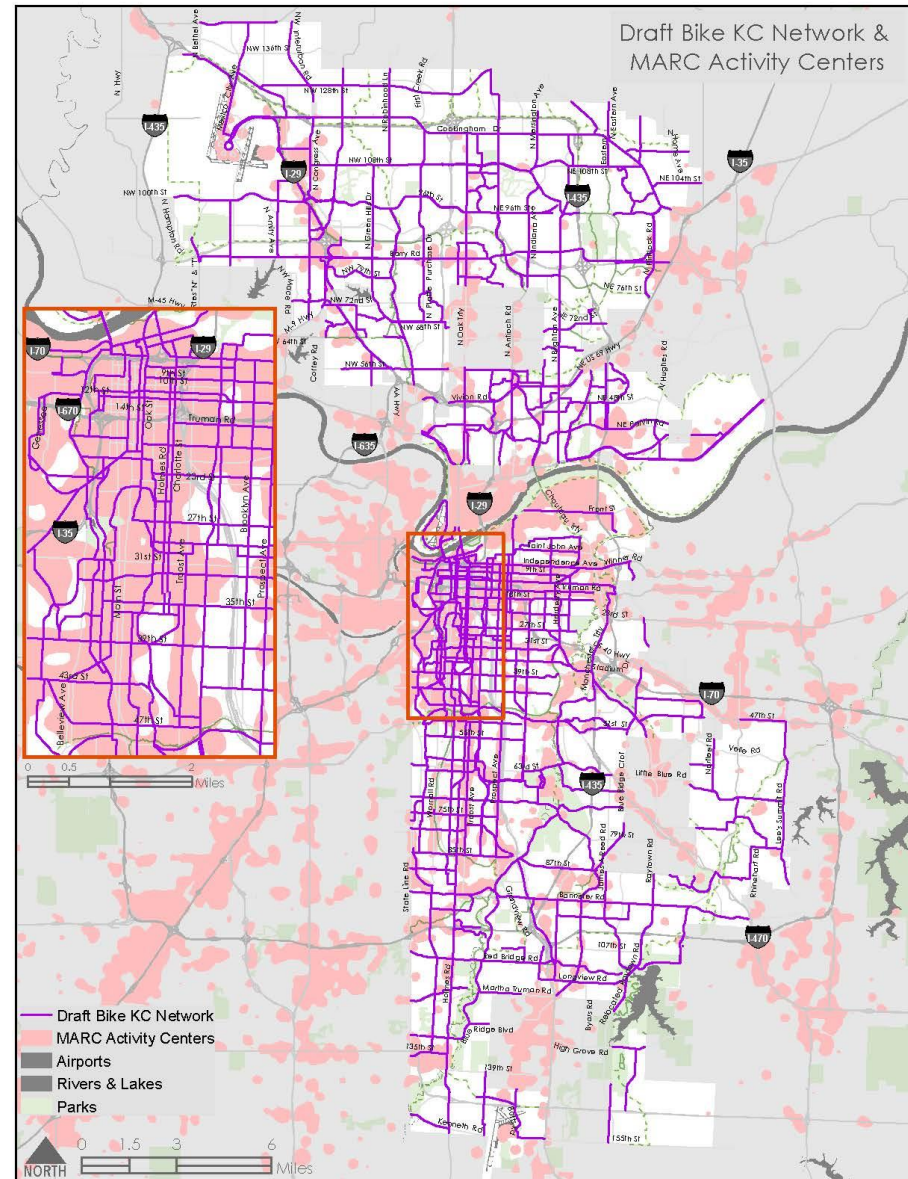


# Kansas City Bicycle Master Plan

## Phasing Themes

### Activity Centers / Trunk Lines / Demand Model

- Higher density of non-residential land uses
- Regionally significant activity (non-residential) & employment centers



# Kansas City Bicycle Master Plan

Destination Prioritization	Priority Average
Employment Density	1.32
Colleges & Universities	1.42
Grocers / Markets	1.42
major Transit Stops	1.63
Population Density	1.63
Access & Proximity to Trails	1.68
Restaurant & Retail Density	1.74
Public or Section 8 Housing	1.78
Elementary & Middle Schools	1.79
Libraries	2.00
Cultural Destinations	2.00
Community Centers	2.00
Large Parks	2.05
High Schools	2.16
Streetcar Stops	2.53
Minor Transit Stops	2.58
Hospitals	2.89

1 = Very Important

2 = Somewhat  
Important

3 = Less Important

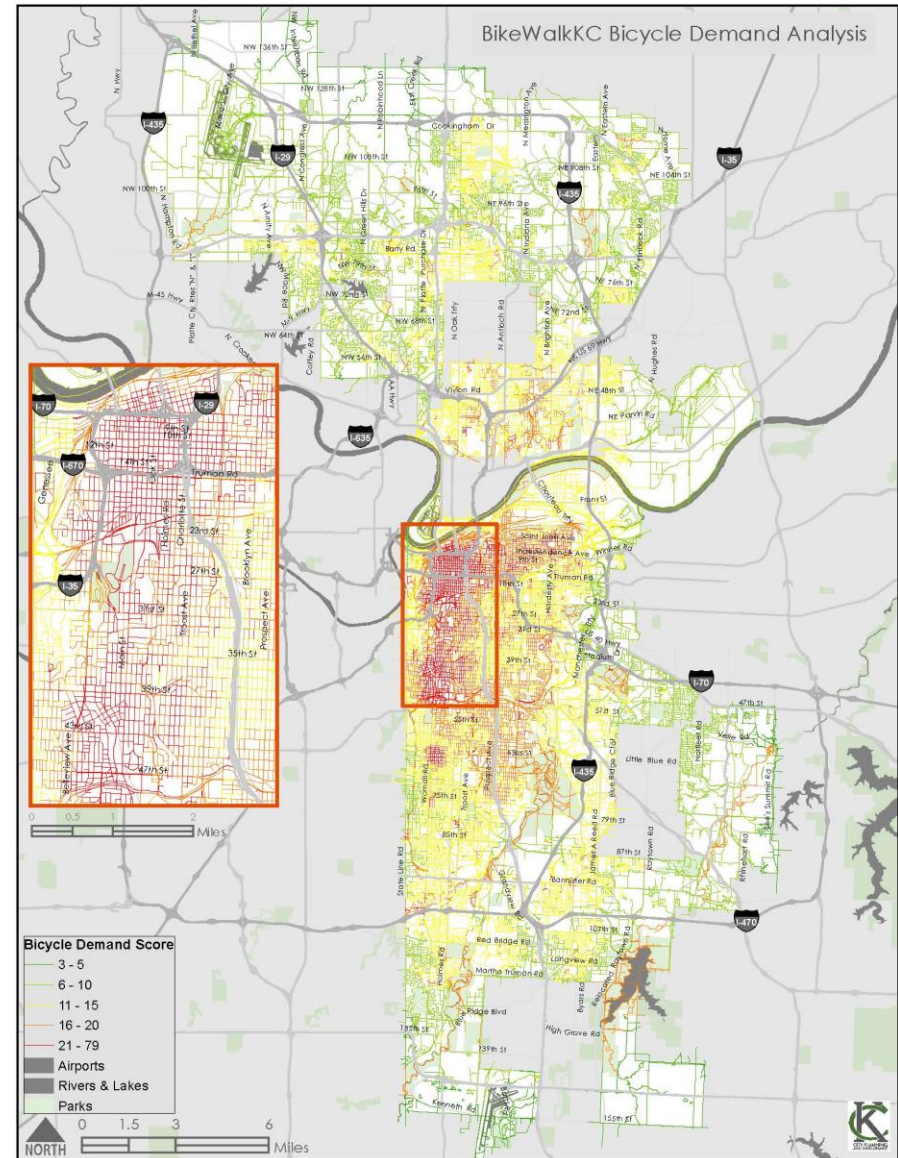


# Kansas City Bicycle Master Plan

## Phasing Themes

### Activity Centers / Trunk Lines / Demand Model

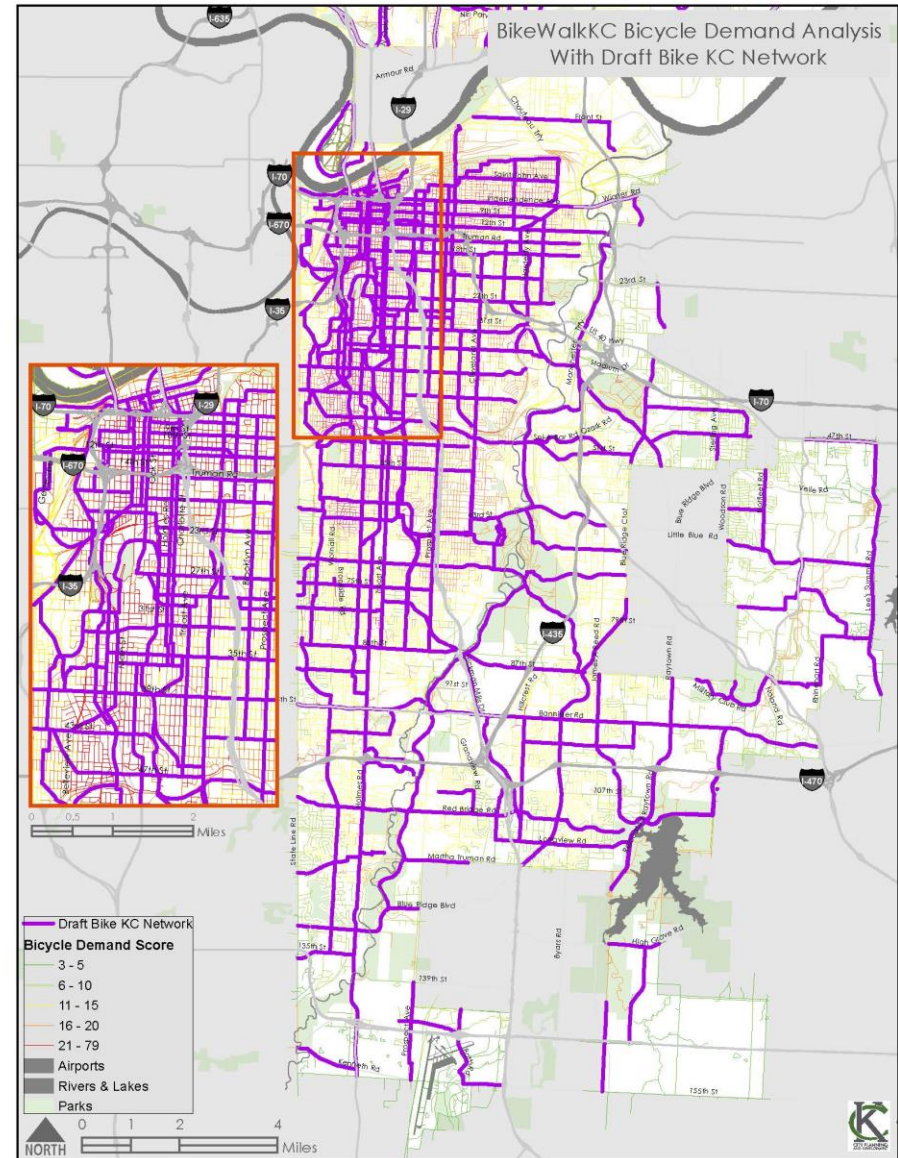
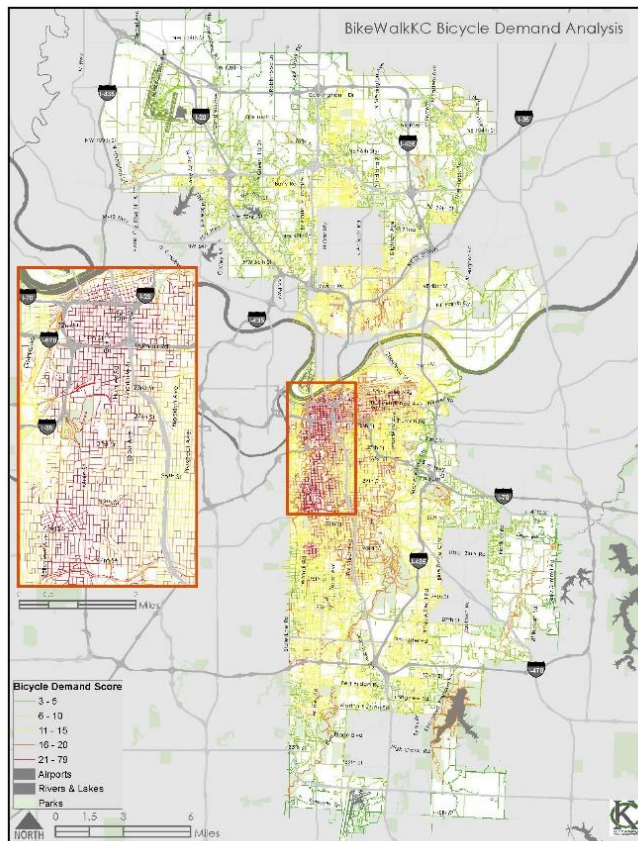
- Independent analysis by BikeWalkKC
- Indicates latent demand for bicycling based on factors including demographics, employment & residential density, among others



# Kansas City Bicycle Master Plan

## Phasing Themes

Activity Centers / Trunk Lines /  
Demand Model



# Kansas City Bicycle Master Plan

## Phasing Themes – Activity Centers & Demand

### Benefits

- Capitalizes on where many activities occur and where people are located
- MARC Activity Centers & BikeWalkKC Demand Model have overlap
- Provides geographies to focus on

### Drawbacks

- May not align with highest equity need areas
- May not have political support (e.g. council districts with less demand or fewer activity centers)

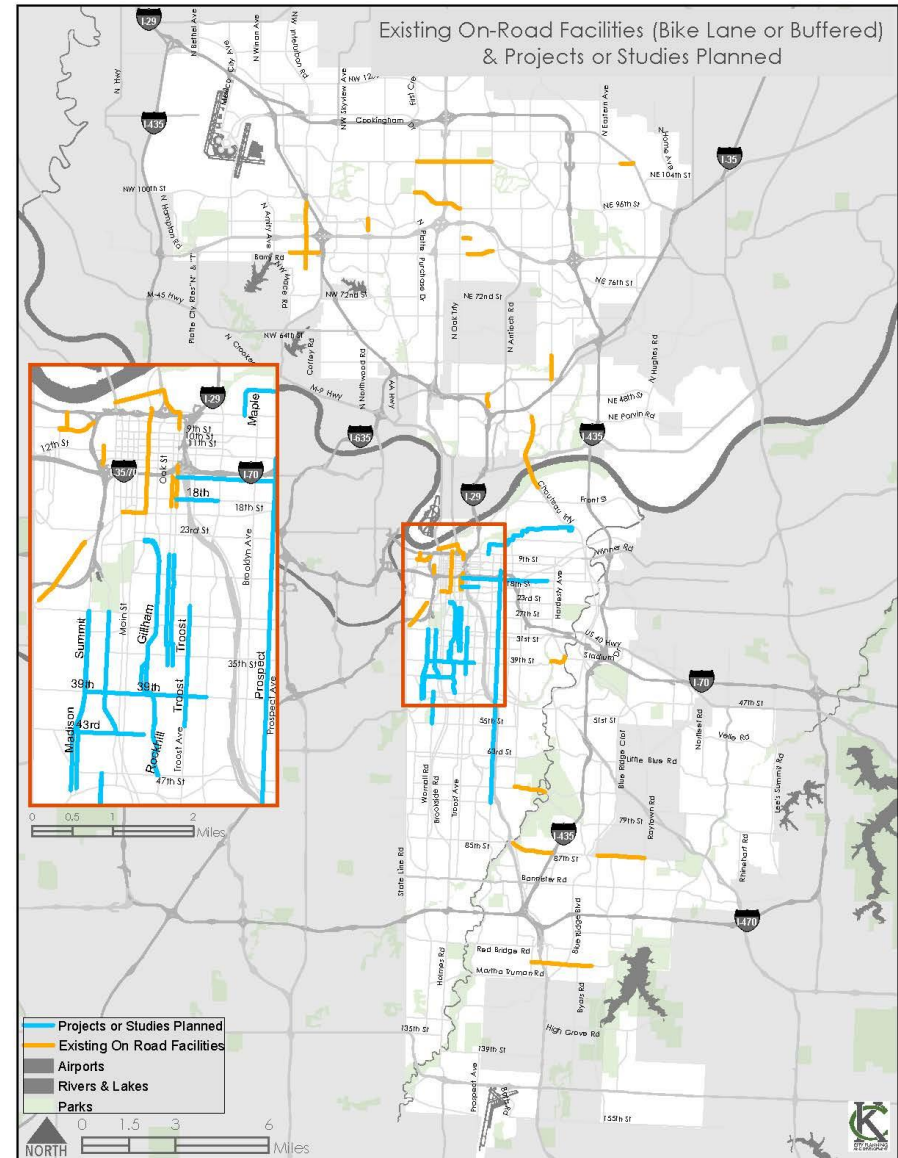


# Kansas City Bicycle Master Plan

## Phasing Themes

### Connecting Existing Facilities & Projects or Studies Underway

- Includes Public Works Charlotte/Lexington & Lexington/Gladstone
- Planning Sustainable Places Studies



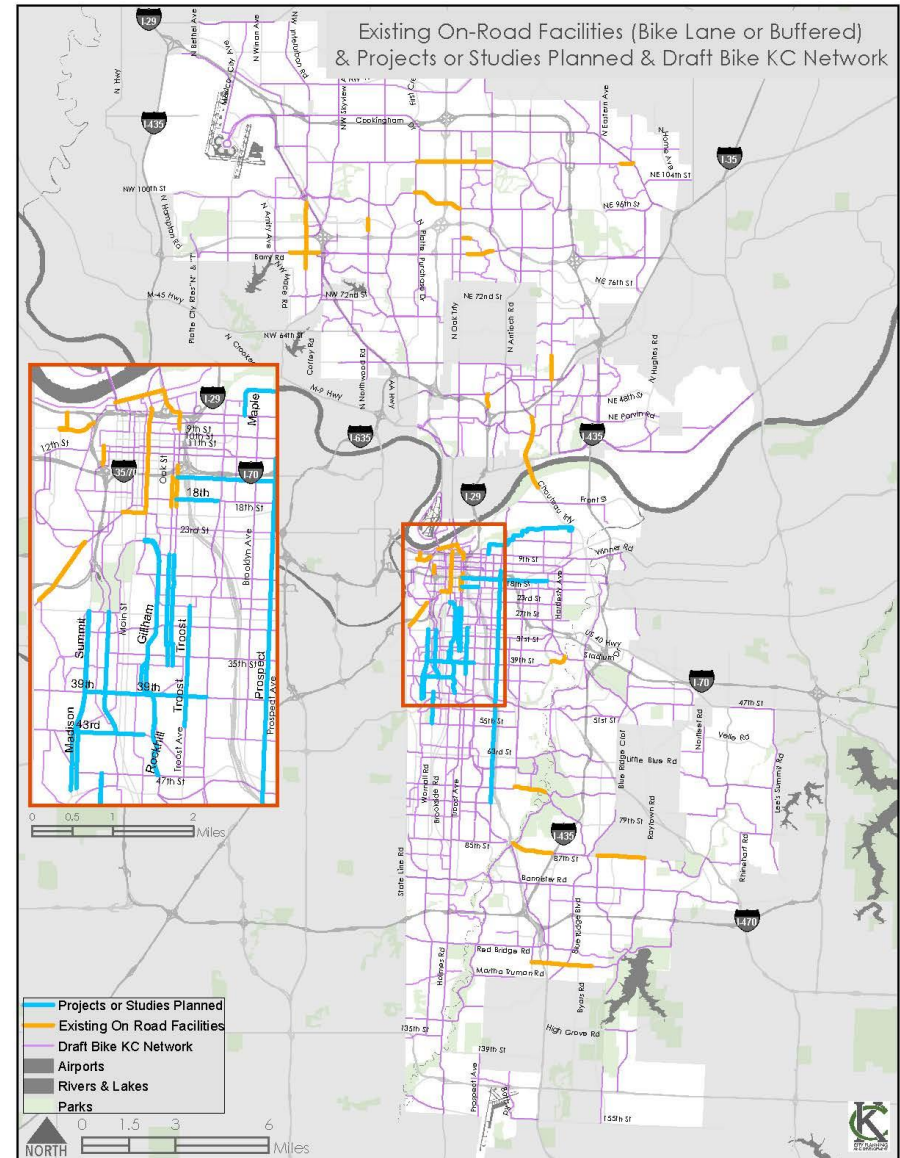


# Kansas City Bicycle Master Plan

## Phasing Themes

### Connecting Existing Facilities & Projects or Studies Underway

- Includes Public Works Charlotte/Lexington & Lexington/Gladstone
- Planning Sustainable Places Studies



# Kansas City Bicycle Master Plan

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## Phasing Themes – Existing Facilities & Studies

### Benefits

- Capitalizes on where investment has already occurred
- Many PSP studies & PW studies underway
- Could create central connected network
- Aligns with activity centers & demand

### Drawbacks

- May not align with highest equity need areas
- May not have political support (e.g. council districts with less demand or fewer activity centers)

# Kansas City Bicycle Master Plan

## Phasing Themes

### Concentrated area network

- Establishment of a “minimum grid”
- Focused area for improvement
- Quick build strategies on protected bikeway network

Figure 34 Map of Recommended Network



Image Source: edmontonjournal.com

# Kansas City Bicycle Master Plan

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## Phasing Themes – Concentrated Area

### Benefits

- Creates mini-network
- Best opportunity to see network in action
- Allows public and City to see connected network buildout

### Drawbacks

- Would have to pick concentrated geography
- Would have to have more monetary investment up front
- May not allow for wide variety of geographies to benefit from investment



# Kansas City Bicycle Master Plan



Public Meetings

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## Public Meeting Dates

- Oct. 4<sup>th</sup> – Wednesday – 6:00 P.M. @ Bruce R. Watkins
- Oct. 10<sup>th</sup> – Tuesday – 6:00 P.M. @ Center High School
- Oct. 11<sup>th</sup> – Wednesday – 6:00 P.M. @ Gregg/Klice
- Oct. 17<sup>th</sup> – Tuesday – 6:00 P.M. @ Northland Cathedral

# Kansas City Bicycle Master Plan

Final Questions or Comments?

# Kansas City Bicycle Master Plan

[www.kcmo.gov/kcbikeplan](http://www.kcmo.gov/kcbikeplan)

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